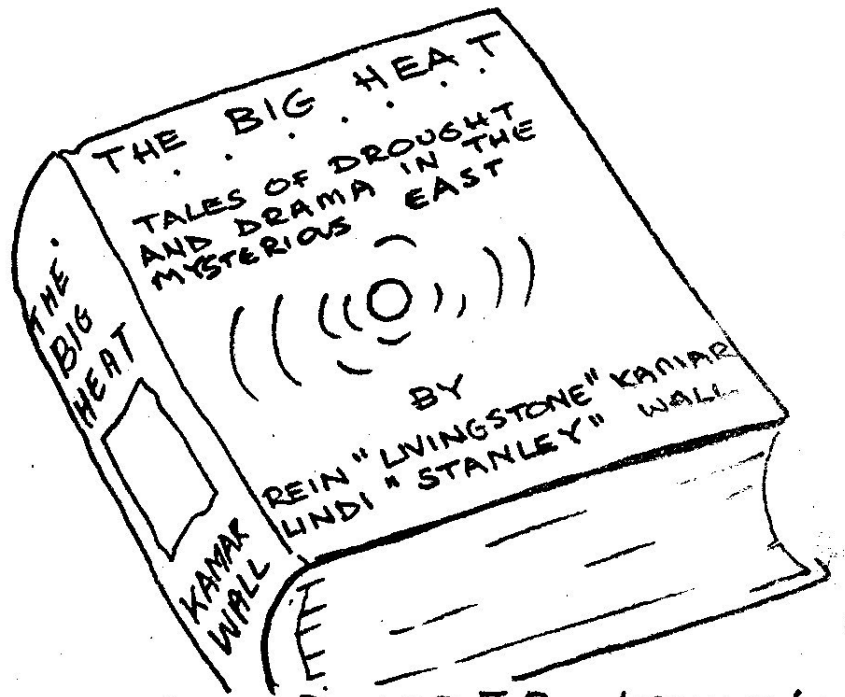
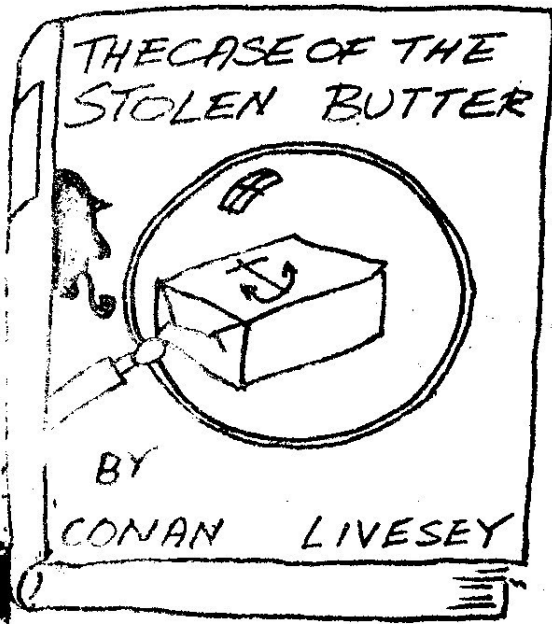


ENFLASH MAY 1978

FULL LENGTH
ADVENTURE STORIES FOR EVERYONE!
(CONDENSED)



ALL INSIDE THIS MONTHS BUMPER ISSUE!

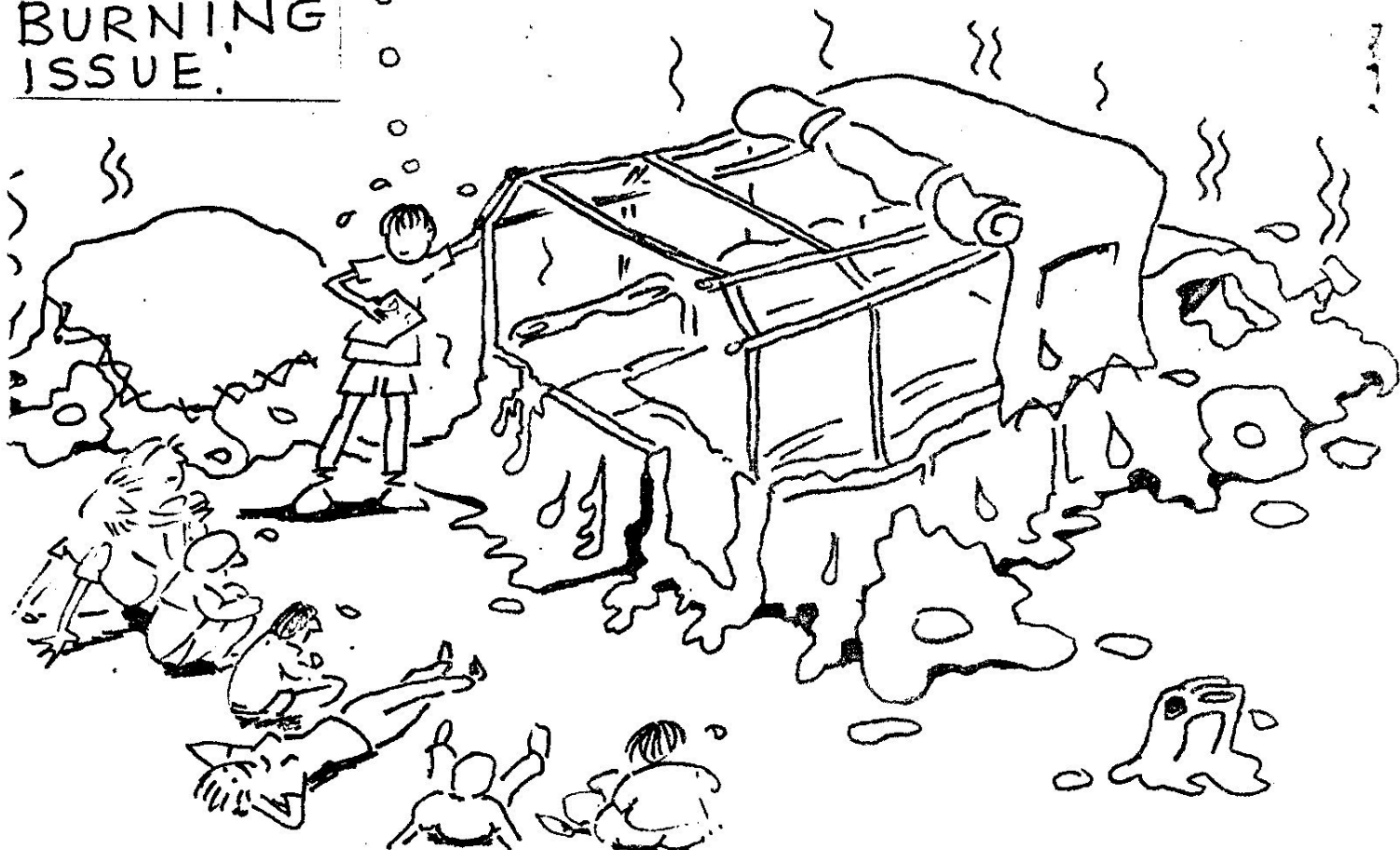


STOP PRESS

1. Bob Arnold cables us from Dar 2.6.78 to advise EDA Lusaka 7 June.

DRIVERS HANDBOOK
PAGE 26: HOW TO PLACATE
HEAT-CRAZED PASSENGERS
WHEN TRUCK MELTS.....

SPECIAL
BURNING
ISSUE.



REIN KAMAR REPORTS ON THE INDIAN
H E A T W A V E

ASIA

Katmandu-London 7 March

Leader : David Hunter

Arrived London 22 May

Vehicle : GLP 203J

Welcome back to UK David, and hope you manage to enjoy some time off before returning to Wren Park. Your group obviously enjoyed themselves immensely, despite the thefts they suffered. Many of them have been in to the office to extend their thanks. aoh

Katmandu-London 28 March

Leader : Colin Livesey

EDA London 12 June

Vehicle : WBH 645S

Srinagar 16 May : Left Isfahan on the afternoon of the 11th. Easy run to the border. We camped that night on the shores of Lake Rezaiyeh. Spent two hours doing both sides of the border and arrived at Van Sandy at 4 p.m. and all the banks etc were closed. Fortunately I had some funds from the last trip and some Turkish Lira which were obtained in Istanbul. So we took the ferry across Lake Van, arrived Tat Van at 1 a.m. and spent the rest of the night with the group sleeping in a chai shop, on the wharf. We arrived in Kayseri on the 16th after meeting Dyfrig in the morning.

Regarding the things Gulam says we broke, it is absolutely untrue. The only things broken on 'Montreal', and for that matter any other houseboat, were two spoons, but I suppose that they would be worth 1000 Rups knowing the way Kashmiri people do business! Your letter which I received today (16/5) was the first I knew of it. If there was any damage to the boats and equipment I certainly would have known about it. I showed the letter to the group, and they also fully agree with me that we left no damages. Also Gulam would certainly have said something to me at the time if it had been so.

There was an incident on 'Montreal' where there was some of Gulam's butter in the fridge. The group on that boat asked somebody (they were led to believe it was Gulam's son, in fact he was a trader) if they could have some bread and butter. The guy went out and bought them bread and said the butter was in the fridge. This happened during the day. That night when 'slops' were being served, they took some butter from the fridge. Gulam went right off .. and brought it up with me later. I then took it up with the persons concerned, and found out from various individuals that they had been authorised to take it : so I had to take it up with Gulam again, telling him what the group had told me about the guy who said he was Gulam's son. Gulam said that the fellow concerned had not told them they could have it! I let the matter drop..

Morale is generally high, and all looking forward to the slow pace along the coast. CL

Katmandu-London 4 April

Leader : Martin Watkinson

EDA Istanbul 12 June

Vehicle : AOR 622J

Esfahan 22 May : Kabul - Bamiyan - Mazar-i-Sharif - Herat - Mashad - Yazd - Shiraz - Esfahan.

Left Kabul 2 May and reached Bamiyan, though couldn't reach Band-i-Amir because of snow and rain. Northern route dangerous -- this time and slow and dull. Cost us alot of time. Pushed hard across Iran to gain time and arrived at Esfahan on 21st and met Dyfrig at the campsite. He seems to be going well, though I haven't had much of a chance to talk yet. Iran's scenery and climate is a welcome change for most of us, though the prices of most things here are ridiculous now. MW

Katmandu-London 25 April

Leaders : Mike Robinson
Chris Mitchell

EDA Kaiseri 13 June

Vehicle : NAH 814F

Kabul 22 May : After a very enjoyable stay on the houseboats, the only minor complaint was the small servings of food, with Gulam himself being very helpful, we reached the river 30 kms north of Jammu to camp that night. The following afternoon we discovered the engine seat mounting plate cracked through, but we were able to reach Lahore where we had it welded, and a plate, of sorts, put on. At the Indian/Pak border, the Indian customs searched the truck because they have a report from their CIA equivalent that NAH 814F and LUR and another Bedford truck were coming from Germany to smuggle liquid heroin from Nepal. This was an old report and they had searched NAH previously, and reported her clean, but the report had not been cancelled so they searched us thoroughly, as they had to. This report would answer why Jamie Noble had all the trouble on the Indian border previously.

In Lahore we got Iranian visas and stayed at the International Hotel which is expensive at 10 Rupees a head, but it has a swimming pool, so the EMs were very happy. When we reached Peshawar we applied for the Afghani visas and all we could get were 4Day transit visas and they now cost 70 Pak Rupees. So we left next day and crossed the border with a token search going into Afghanistan. Camped 70 kms from the border that night, then entered Kabul at 12 o'clock the next day. The following day we went to the passport office to see about visa extensions which were being granted - 7 day extensions. But first we had to get a letter from the British Embassy then go to the Foreign Affairs Dept with the said letter and passports. Two days later I collected the passports plus the letter from the Foreign Office and we went to the Interior Ministry, another day later all passports plus letter from the I.M. then we go to the visa office to be granted our extension, or more correctly a 1 week EXIT VISA. This 1 week is the maximum they will grant on a Transit visa but they seem to be granting longer extensions on a Tourist visa. It is therefore worth checking in London that they issue following trips with Tourist visas so that they have no problems extending them, if necessary.

The situation in Kabul is very calm and almost back to normal although there are a lot of armed soldiers guarding all government buildings. But, surprisingly, the post office and other public services seem more efficient than previously, so the change may work out for the best yet. Am leaving tomorrow for Bamiyan, Bandi-Amir, then return to Kabul and go to Herat via Kandahar.
Cheers to all, Mike and Chris.

Katmandu-London 16 May

Leaders : Rein Kamar
Lindi Wall
Vehicle : SVC 339H

EDA Kabul 7 June

Delhi 23 May : Final preparation of the truck was completed easily and well on time. Left Katmandu on schedule but took the Raj Path as the Pokhara/Navtanwa road was wiped out by huge landslides. SVC's power steering proved to be a godsend but nevertheless it took us nearly all day to get down to a camp some 40 km before the border. Thus ended the pleasant part of the trip to date ! India is in the grips of a heatwave ... and that's really something in this part of the world. Since we've been here the daily maximum temperature has ranged from 104°F to 120°F .. and not a lot less at night. Associated problems of course involve water (we're drinking a tank a day) and heat exhaustion. Nevertheless, morale is as high as can be expected but all are looking forward to cooler climes. We've taken to very early morning rises with 7-8 hours on the road before lunch. Afternoons are generally spent lying in muddy rivers or drinking village wells dry !

Besides the weather we've had one or two other problems as well. At Raxaul, one of our Swiss couples were refused entry into India on the grounds that their visas issued at Calcutta were invalid for overland travel! They had been told in Calcutta that the visas were OK for our kind of trip - but the w..... at the border wouldn't have a bar of it. We haggled for hours but finally had to put the couple on a Ta-Ta truck back to Katmandu. There they quickly obtained valid visas and they caught us up in Varanasi (by plane) only 2 days later.

Also, at Varanasi .. while driving down to the river for the dawn boat trip I noticed strange grinding sounds from underneath the gear-change lever. Immediate fears of water pump disintegration a-la-Wallace spring to mind. The rest of the morning was "good fun". 119°F in the shade while changing the wretched thing. Problem solved however.

Other than the heat, all going well, except ...

- (1) puncture on arrival in Delhi ;
- (2) Afghan embassy is shut till 15 June. Last 4-5 tours to leave here have gone around the south of Pakistan. Looks like we may have to as well. But will first check the situation with the British Embassy here. Also it is nearly 2 weeks before we're due at Peshawar. Hopefully things will have normalized by then, If not, Quetta here we come! I'm contacting the Iran Embassy here to find out if possible to pick up Iranian visas en route in Pakistan. We don't particularly want to hang around Delhi for a few days to get them. It's really too hot and humid and dusty and windy.

A nice thought from Mike Robinson in a note left for me :

"Do hope the wather is not too warm for you, as you seem to have a knack for cold trips!" ... and here's us in the middle of one of India's worst heat waves. Varanasi has a water shortage (!) and 84 Indians have dropped dead in the heat in Utta Pradesh. Thanks Mike! Cheers for now, Rein.

London-Katmandu 20 April

Leader : Dyfrig Harries

EDA Srinigar 20 June

Vehicle : GLP 200J

Kaiseri 15 May : Difficult to get from Istanbul to Gallipoli along the coast as the road is blocked - the group enjoyed it though. Straightforward run to Pamukale where we took the dirt road towards Mugla, good dirt road on which we met Dave Hunter. Groups camped together that night.

Spent 3 nights at Fethiye, really terrific (group were prepared to make up time for extra day there). Inland road from Fethiye to Antalya - group are into dirt roads! Some kids broke off and tried to pinch the new airhorns which I had only just spent 2 days drilling holes for. This happened in Mizilcadeg whilst we'd stopped for shopping. Straightforward run to Nigde. A few kms out of Nigde we went up to Gumuster, well preserved painting, smaller but better than Goreme. Then continued to Derinkuyu and Goreme.

Two people left the trip in Fethiye because of personal problems, one may rejoin later. A pity because they were both very useful sorts to have on a trip.

London-Katmandu 18 May

Leader : Kevin Heeley

EDA Isfahan 22 June

Vehicle : GLW 919J

Istanbul 31 May : Channel crossing smooth, first night spent in Blankenburg, Limburg next and then to Munich where group had a night at a beer hall. Through Salzburg then on to Yugo border, camped 20 kms before Belgrade. Greek border reached about 1600 hrs on 25th. Some delay at border, but no real problems. Slept on floor of bar on right-hand side just into Greece, where owner proudly displayed EO poster, but stung me 500 Drachmas next morning for accommodation. Tried to camp at Iraklitsa next night, but escorted back to Kavala campsite. Police seemed fairly enthusiastic about no free camping, so we stayed 2 nights as everyone was feeling weary after two long days. On into Turkey, and at Istanbul we met Col & group. Good group and high morale.
Cheers, Kev.

AFRICA

London-Johannesburg 11 February

Leader : Bob Arnold

EDA Lusaka 6 June

Vehicle : NRB 956J

Nairobi 16 May : The run from Kisangani was generally quite uneventful.

We had a trip with the Pygmies which was enjoyed by all, and a pleasant drive down to Goma with a lunch stop at Rwindi. Had a couple of days in Gisenyi, then went looking for gorillas up in the national park.

No problem entering Tanzania. Got stuck up to the axles in mud just out of Mwanza and it took 9 hours to get out. The run through Serengetti was very quiet, with the Western Corridor closed. Had a day at Masai Mara then on to Nakuru, Thomson Falls and eventually arrived in Nairobi on the 14th.

~~One person left the trip : he has a colour problem, i.e. he comes from~~ Georgia. Then we have a female who has a problem with her head : she worked how long the trip should take and that was 10 days from London to Joburg, so all the rest of the trip would be stop-offs at various places. Also, on entering Beni she saw a sign saying "Bank do Kinshasa" and asked if we had just arrived at Kinshasa.

Will be heading to Mombassa for a couple of days and then up to Malindi. All the best, Bob.

London-Johannesburg 6 May

Leader : Jerry Creamer

EDA Bangui 18 June

Vehicle : LLK 183K

Tunis 17 May : France was wet and cold, and in the south all passes were blocked by snow so we had to use the Mt Blanc Tunnel. Italy was warmer with no rain and having more daylight made life easier. Spent two-thirds of a day in Florence, 1 day on the beach in Scilly at Cefalu. Arrived Trapani in the evening of the 15th and camped near the dock on a construction site (2kms out of Trapani). That was no trouble and we started early in the morning the group spent about 3 hours looking around Trapani before getting the ferry to Tunis. Tunis on the 17th with the weather sunny and warm and the group very happy.
Cheers, Jerry.

Johannesburg-London 1 February

Leader : Alan Dougall

EDA London 7 June

Vehicle : LUR 975P

Kano 5 May : Easy run from Bangui to Garoue-Boulai (lots of fuel but expensive there). Met private ex-Penn meat wagon and a Trans Africa (broken down) on the way to Yaounde. Stayed at Leath Mission for a couple of days. We took off for Victoria Falls. There was a professional thief at work there on the 6-mile beach - some cameras and money was stolen. The beach barbecue took our minds off things.

Took scenic route via Fouban and Bamenda which was very enjoyable. Then to Mfumi, Nigeria. The border was slow but OK, but minor problems with expired visas and insurance. New roads being built right, left & centre through Nigeria. Arrived Kano 4 May.

Tamanrasset 14 May : Nothing of significance on Kano-Tam stretch. Tegguiden road infinitely better than Arlit washboard. No problems with borders or truck.
AD

Johannesburg-London 1 March

Leaders : Simon Strong
Ian Johnstone

EDA Tamanrasset 20 June

Vehicle : AOR 621J

Bangui 11 May : Entered Tanzania through Masai Mara, spent two days in Serengeti and saw start of migration at Lake Ndutu. Group well pleased with game. Great fun on a gorilla hunting at the National Park du Volcans. Got to within 6 feet of King Kong. A worthwhile detour. Spent 3 nights in Goma in the same deserted mansion on the lake - fabulous. Group meal at Grand Lacs Hotel. Hippos and elephant in abundance in Virunga.

Kisangani to Zonga: half the group took the boat from Kisangani to Lisala, I didn't take the truck because the price had doubled. They had a good trip and so did we - in fact we arrived in Lisala before the boat as the roads were in excellent, dry condition. We met Bob Arnold just before Kisangani and so camped together.

Only damper to the proceedings was the heavy theft in Zongo where we had to spend the night waiting for the ferry. One camera was stolen after slitting the back of a tent, and \$150 in cash from a wallet which was IN A SLEEPING BAG WHILST OCCUPIED. SS

■
Johannesburg-London 19 April

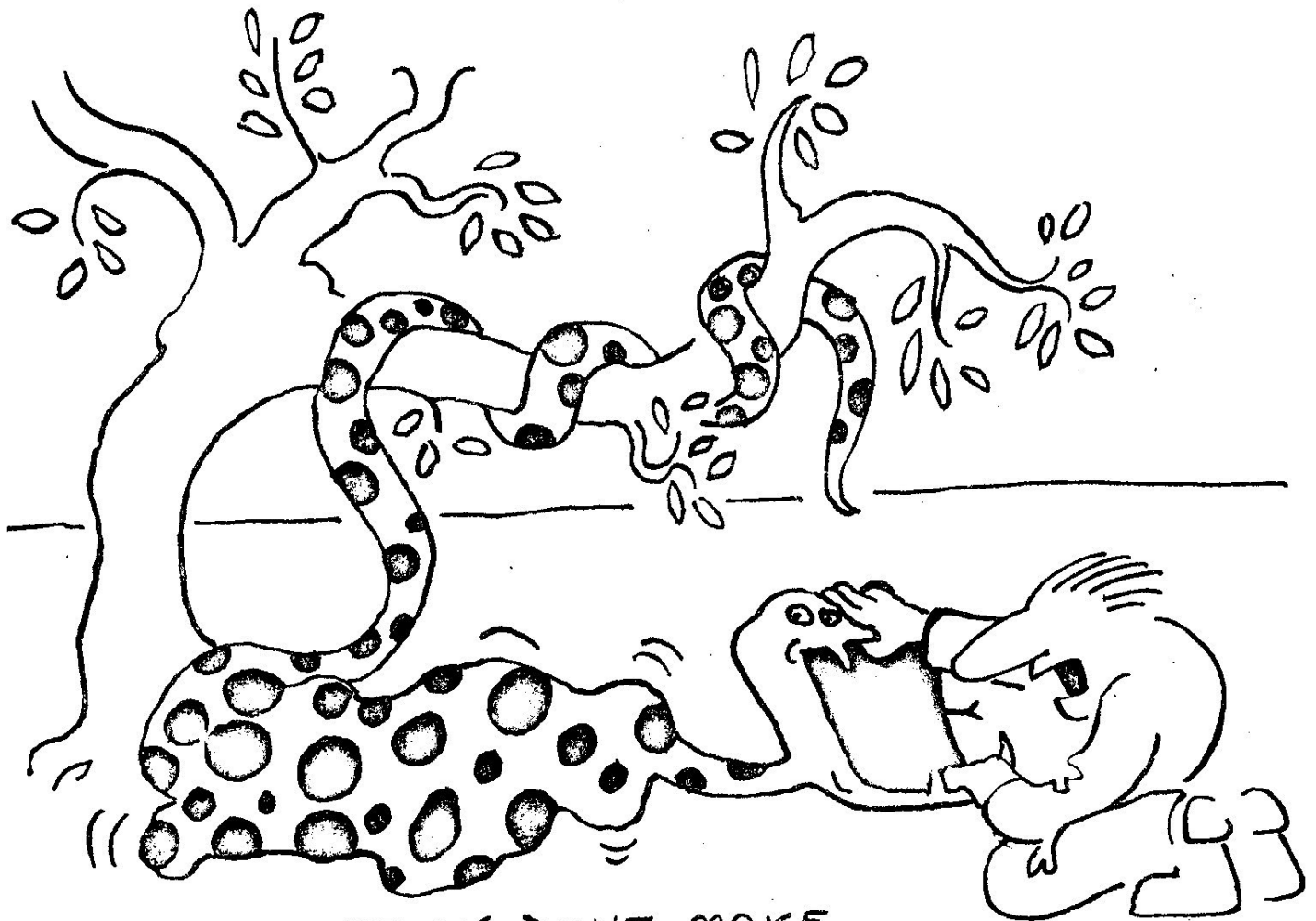
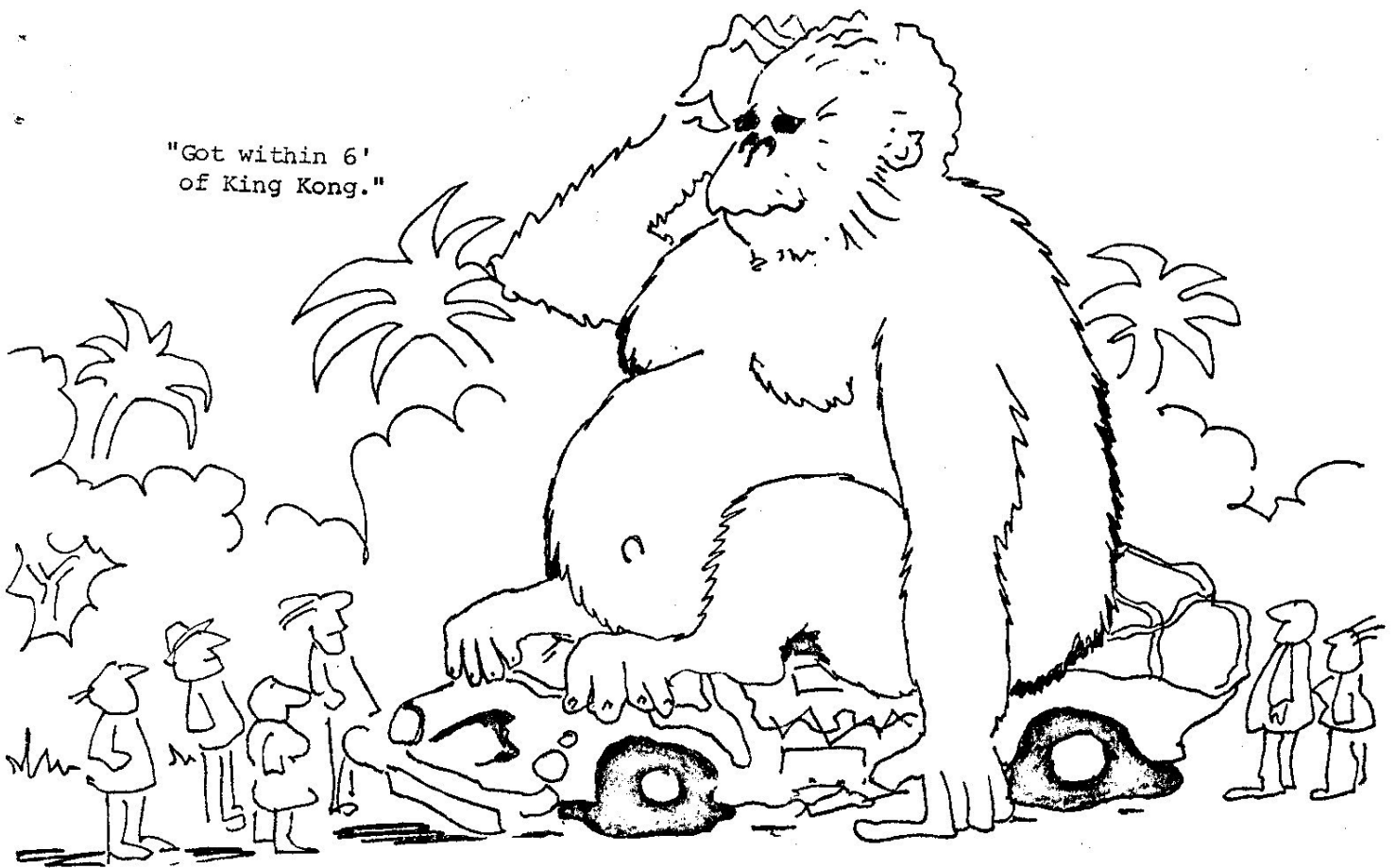
Leader : Fred Tobler

■
EDA Bangui 20 June

Vehicle : HMG 820K

■
Nairobi 5 May : Trip started off very well despite rain in Joburg which we left behind in Francistown. Easy crossing into Zambia, thorough search by customs, Lusaka. Embassy of Tanzania officially closed until 2 May, so with the intervention of the American Ambassador we got our visas the same day. Had a good night out with the whole group at the Barbeque Inn. Tunduma to Dar, and no problems with cholera, obtained visas for Zaire. French Embassy said ECA and Cameroun visas were issued in Nairobi. We spent 4 days in Dar and then up to Kili. Around Kili the weather was very bad so we decided to carry on to Nairobi and try afterwards. Crossing into Kenya was no problem. Met Exodus with new M-type 50 miles south of Moshi, and everybody appreciates our truck far more now than before. The morale is very good. AT

"Got within 6'
of King Kong."



STOP SAYING "THEY DONT MAKE
SLEEPING BAGS LIKE THIS ANYMORE"
AND FOR PETES SAKE TRY TO GET OUT!

SOUTH AMERICA

Rio de Janeiro - Barranguilla 26 February

Leaders : Allan Townsing

Pat Taylor

EDA Quito 26 June

Vehicle : Y 39839 (GMC)

Santiago 2 May : Ushuaia to Punta Arenas from where Pat went off to Santiago to organise import of half-shaft and collect the money. Also at Punta Arenas 10 of the EMS waited to catch the boat to Porto Monte, through the Magellan Straits and the fjords of South Chile. The boat, however, didn't leave until the 21st and arrived on the 27th at Pt Monte. Most of them got seasick and the quarters were cramped. The overall expense proved to be a bit heavy but the scenery was a spectacular as expected and most considered it to have been quite an adventure.

Meanwhile I continued with the remainder of the group to Bariloche. The weather down south had been cold with very strong winds i.e. totally unpleasant. So we made quick time to Escel and Bariloche. We spent 4 days in and around Bariloche which everyone enjoyed even more because of the ease and room with only a small group. The 4 Swiss went wild over the chocolates and were still eating really well with so many steaks that when evening meal time arrives it's not unusual to hear "Oh no, not more steak!"

From Comodora Rivadavia through to Bariloche we struck good weather which cheered everyone. We were also right in the middle of the autumn colours which especially with the poplar trees gives a lot of colouring to the countryside.

From Bariloche we crossed to Osorno where we spent two beautiful days by a lake at the foot of Val Osorno which 3 of us climbed.

Picked up the rest of the group on the 27th, gorged ourselves on sea food at the small water front restaurants in Puerto Montt. and then driving to Villa Rica where 5 climbed the smoking Volcano. From there once again in wet, miserable weather, we went straight through to Santiago. AT

To: Bill, Bryan & whoever else is residential at EO's Wren Park Resort.

From: Pat Taylor.

G'day to all - this 'ere is Al & Pat in Chile, just dropping a note to bel the fears of all you new guys that you no doubt will soon be rid of the Wren Park Resort of 50 hour weeks and on the road as true international travellers in such romantic places as Kabul, Nairobi, Rio de Janeiro & Juba. Really working your balls off for 100 hours a week at half your present pay. The one thing a person appreciates when on the road is the preparatory work done in Wren Park.

Now this particular vehicle that we're driving was not built at Wren Park, but nevertheless resembles a Wallace 'Weirdo'. Now who of you could seriously consider driving 20 people around a continent in a Wallace Weirdo? Not that the Wallace's are not handsome and not that the Weirdo is bad by any means, but 'Jesus strewth...'

On this trip we have EM complaints of being one seat shy, but one wonders how Rob Rumball will fare with extra people in his land rover?! We all know how diplomatic Rumball can be, but surely it would take the diplomatic suave of Rumball, ALJ and Way to swing that one!

Bearded Bill (*he's now Unbearded.Ed*) - can you not surreptitiously purchase 2 Mercedes and deliver them to Lima asap?!

It's Ok for you blokes working at the Resort complete with welder, gas ax, hand towelling, swarfega, etc - but spare a thought for us drilling holes in 2 dilapidated fenders, with a dull centre punch and percussion spanner, or encouraging a Ford half-shaft to fit a GMC axle, surrounded by ice and snow at 16,000 ft - bet you can't wait to hit the road you bastards!

Cheers, Al & Pat.

Letter from R C Clarkson (on Al & Pat's trip), subject PUNTA ARENAS - PUERTO MONTI DEVIATION (Sea Trip). 5 May 1978.

The boat trip on the M/N "Rio Baker" departing Punta Arenas at 9 p.m. on 22.4.78 and arriving at 8 a.m. on 26.4.78 was undertaken by eight members of the group, namely : Dianne Green, Jane Wright, Sue Hill-Lewis, Graham Cheater, Paul Gage, Warwick Jones, Tracy & Richard Clarkson.

Punta Arenas

The period of waiting in Punta Arenas and staying in a private home was welcomed by a majority of the group, despite the fact that it was one week. They revelled in the warm and comfortable surroundings of "Mama's" place, all but ten minutes walk from the centre of Punta Arenas. Local Museums and other points of interest were visited by many of the group.

Of particular note, and worthy of visits by all parties who enter Punta Arenas, is the Museum and Display at the Institute of Patagonia on the northern approaches to the city, and the Museum in Municipal building on the central square. Aspects of the lifestyles and crafts of the former Indian tribes, history of early European settlements, and displays of some of the wildlife of Patagonia and Tierra del Fuego are displayed. The live animals and series of plantings at the Institute are particularly good.

Three of the group travelled to Puerto Natales in the hope of visiting Torres del Paine National Park. However, due to the uncertainty of the actual leaving date and time of the 'Rio Baker', transport to and from the Park (120 km each way) could not be procured in time. Transport is primarily dependent on either a really expensive taxi, or with the Park personnel en route to and from the Park. Puerto Natales is a pleasant and quiet small town on the margin of the rolling Patagonian Plains and the forested mountain fjord country. Very cheap and good value accommodation can be obtained easily in the town at several hotels and residentials.

Parque Nacional Torres Del Paine

This is a Park of international standing and should be visited by all parties (for a period of several days) who travel to Patagonia and Tierra del Fuego. The towering peaks which make up the mountain complex

called Torres del Paine and can be clearly seen almost 70 kms away. The peaks rise some 1500-2000 metres out of the rolling Patagonian landscape, and sheer faces of up to 1200 m occur on several of the peaks. This mountain complex together with the many lakes, waterfalls and many glaciers (several into lakes) fed by the Patagonian Ice Pack make up a truly wonderful area for anyone who visits the Park to experience.

All vegetation types from tundra, alpine meadows, mountain beech forest, to scrubby transition zone and open Patagonian grasslands are represented in the Park.

Activities for an overland group who visit the Park can range from passive recreation in the vicinity of the vehicle, by enjoying the spectacular mountain scenery, to energetic and very rewarding walking along the many trails in the Park. Refugios (huts) are scattered at strategic locations along the trails so that walkers do not need to carry tents. A three-day trek would allow a variety of the features of the Park to be experienced. Those members of a group wishing to spend the time in a town could stay in Puerto Natales at low cost.

Torres del Paine National Park adjoins Los Glaciers National Park (contains Lago Argentina and Moreno Glacier) in Argentina, and it would be possible to walk from Lago Argentina to Torres del Paine area. In fact, a road is presently being constructed to link the two areas, and completion awaits the Argentinian authorities to complete their section of the road.

Information on the above was gained from Conaf (Forestry) personnel in Punta Arenas, who are responsible for National Park areas, by way of discussion, a slide show put on for the group, and the studying of aerial photographs and maps. Considerable information was obtained from other travellers who had been to the area.

Boat Trip 'Rio Baker'

The group embarked on the small (350 tonnes - 100 metres long) and very nasty 'Rio Baker'. 40 passengers in all were carried by the boat (11 first class) in rather cramped conditions, and the group essentially self-catered. Of the meals had on the ship, the standard was barely average. The cargo was primarily 90 bullocks and heifers from the Puerto Natales area, and a smaller amount of other general cargo was carried.

After leaving Punta Arenas in drizzling rain, the next morning found the boat about midway through the Straits of Magellan, westwards from Punta Arenas. Relatively clear skies occurred, and this type of weather remained for the whole trip., with an occasional light shower of rain.

The Magellan Straits and adjacent country were highly spectacular fjords and mountain ranges reaching to 1200-1500 metres. Many of the mountains are under permanent ice fields with some of the resultant glaciers running like fingers down to the sea. Due to the exposure of the extreme south - westerly winds, vegetation was very stunted and sparse, and essentially only occurring in sheltered positions. The resultant craggy appearance was very picturesque.

As the boat progressed further north through a myriad of narrow channels or canal as they are named on the nautical charts, the mountains became less exposed to the winds and thus clothed in heavier vegetation. The sides of the mountains often being only 200-300 metres from the boat

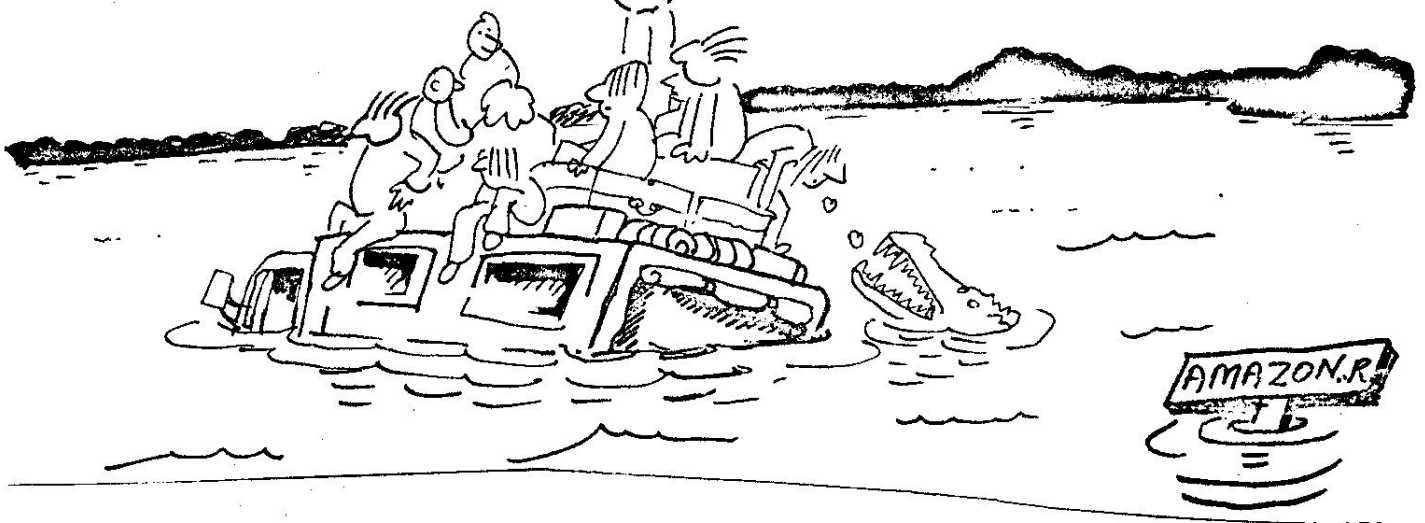
Late in the afternoon of the second day, the ship anchored off Puerto Eden, a small village perched along the edge of Mesier Canal and surrounded by tall, snow-capped mountains. This was the first habitation since leaving Punta Arenas with the exception of one lighthouse. On anchoring, the boat was swarmed by many villagers, about 50 in all, in their little row boats, to peddle mussels, both dried and fresh to the boat's passengers and crew. Some fresh mussels were bought by the group and cooked later in the ship's kitchen. Cargo, mainly crates of fresh mussels, was loaded onto the 'Rio Baker'.

On the third day the boat entered the open sea and experienced relatively heavy seas causing some troubles with sea-sickness among the passengers and crew. Calm waters were reached as the boat entered narrow channels although the mountains were not as high as seen the previous day, but the vegetation became even heavier - a sign of warmer latitudes.

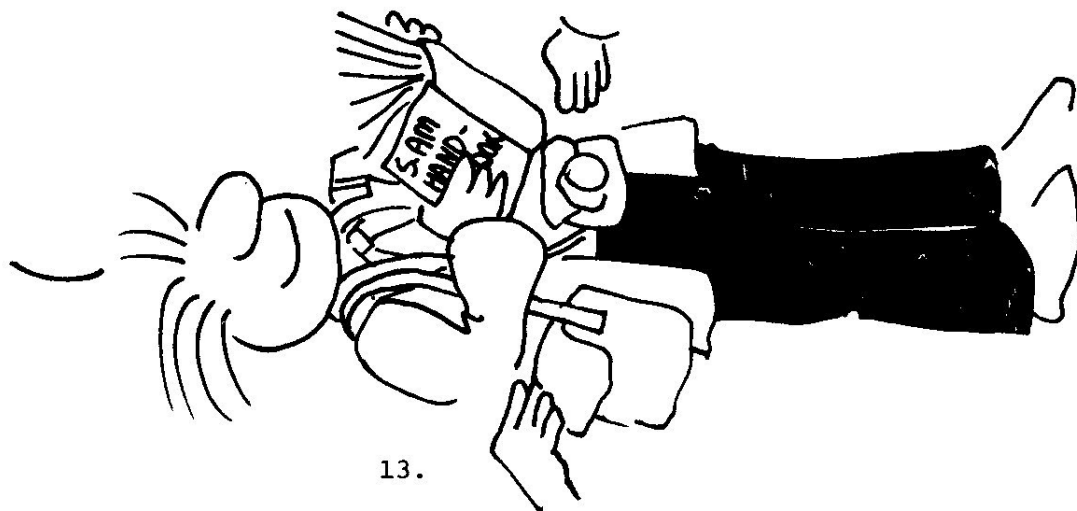
The fourth day, the boat sailed northwards through channels of varying width into the Gulf of Corcovado and onto Puerto Montt. This last day, the scenery was not as spectacular, but still very beautiful with distant snow-capped peaks of the main Andean chain clearly evident in the east, the area being reminiscent of the Paget Sound area of north western USA.

Early in the morning of the fifth day, the boat tied up at Puerto Montt, an attractive port city, where the faithful truck was met.
RCC

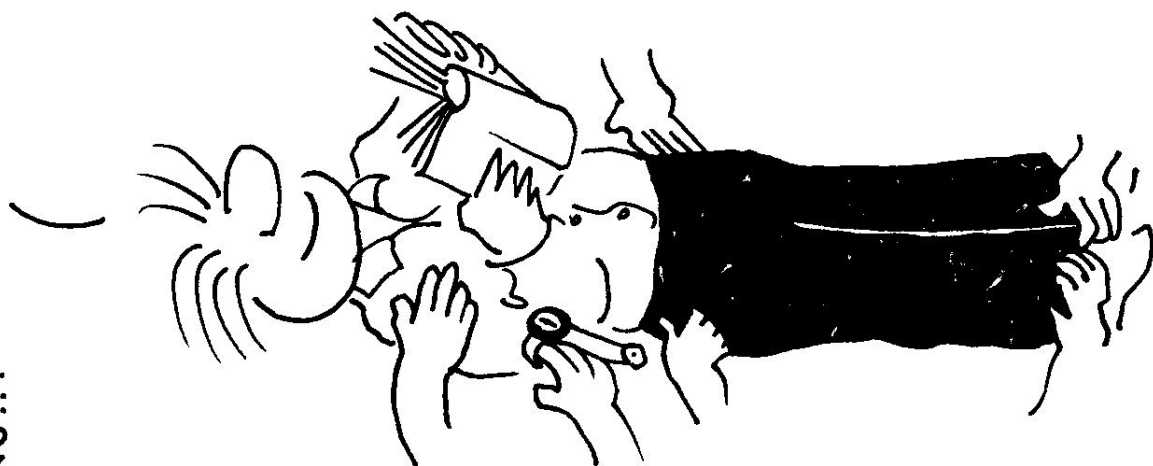
STOP BLOODY GRUMBLING!
ITS IN THE BROCHURE —
"GLIDING GENTLY DOWN
THE AMAZON!"



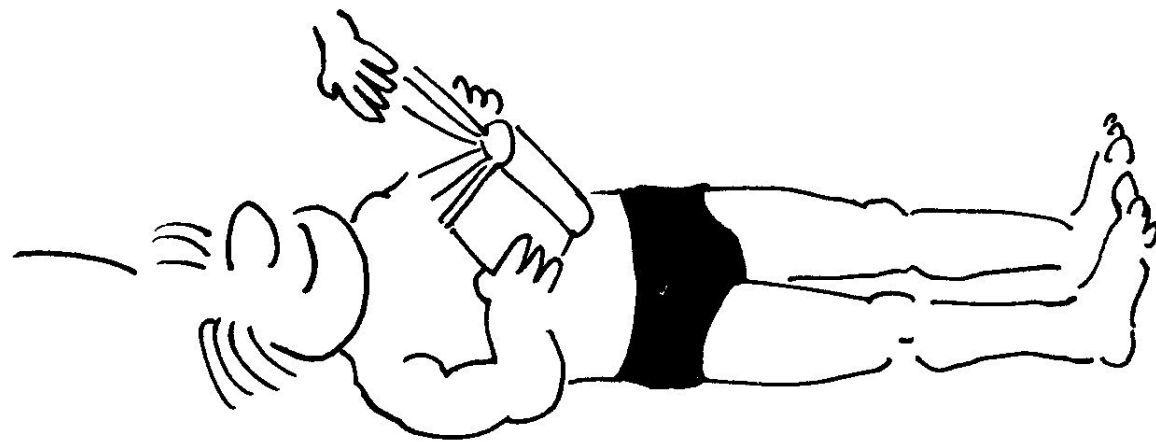
DESPITE WHAT YOU
MAY HAVE READ IN
THE SOUTH AMERICAN
HANDBOOK ABOUT
THIEVING, ASSAULTS
AND PICKPOCKETING...



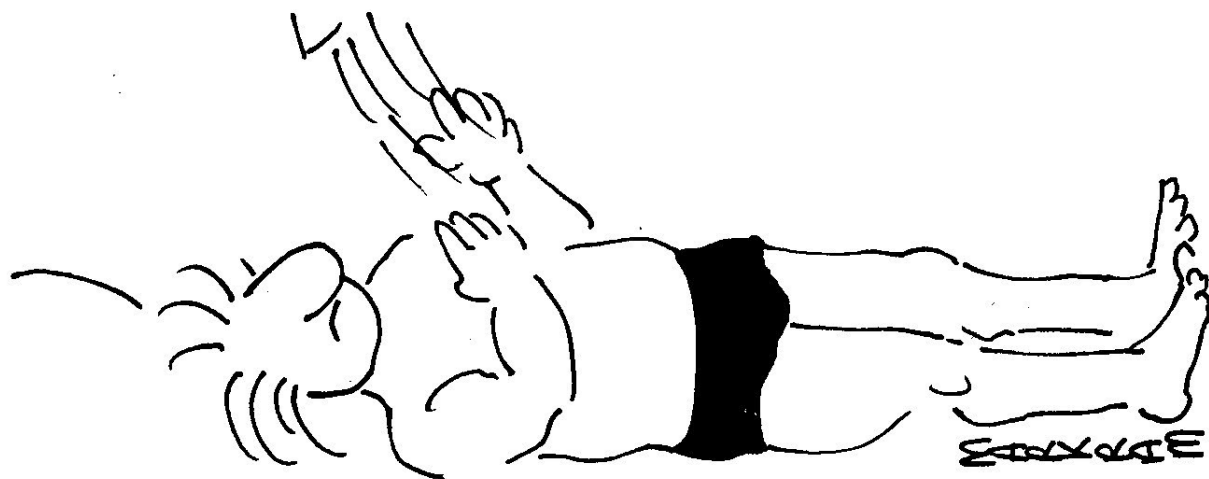
...HERE IN
COLOMBIA, I
CAN ASSURE YOU
THAT ALL THESE
WILD STORIES...



...ARE WITHOUT
ANY FOUNDATION
AND COMPLETELY
AND UTTERLY...



... ER....



En Route Reports

Sharp end reports that have been coming in recently have been well completed and reflect the high standards that are being maintained on the road. Several instances lately have given us the prior knowledge to act on a situation promptly.

The hard work everyone is putting in at the sharp end does not always seem to receive its just reward, but please bear in mind that we do appreciate the great efforts you are making. Al and Pat in South America have been experiencing more than their fair share of mechanical problems continuing through their trip. There is no easy way but to just keep on plugging away and seeing it through.

Telegrams/Cables to EOL

The correct telegraphic address is ENCOLAND LONDON. Cables then come through on our telex machine and are not hand delivered, consequently saving time. If cables are written out to the full address, then not only does it cost you more to expedite, but it is likely to take longer to arrive at its destination.

Rob Rumball

On 30 May Rob & Sue & their group went off very unobtrusively on their expedition trans Asia to Australia. Rob has been with EO since its inception, and he will be sadly missed by us, not least for his great store of overlanding knowledge. We wish both you and your group well - just keep sending in those reports !!

Drugs

EO's attitude is uncompromising. We do not tolerate under any circumstances the use or carrying of any hard/soft drugs.

This may sound harsh, but consider the implications to you, the group and EO - therefore we must continue to take a hard line. All groups must be warned of the consequences - it could be serious for them if they are turned off the trip, but infinitely more serious for the rest of the group, driver and EO if they're not, and they're found to be contravening the laws by border officials.

Recently two members of a westbound group trans Asia elected to leave the trip because of our total ban on drugs. Subsequently we have learnt that one of them has been arrested and is now in prison in Istanbul awaiting trial for being in possession of 2 grams of hashish.

IW

ROB & SUE

As you no doubt all know, Rob & Sue Rumball's long planned private land rover trip from London to Australia set off on 30 May. It sounds as if they'll have a terrific trip, no doubt meeting up with EO occasionally en route.

It is quite impossible to express a goodbye to Rob, who was in EO right at the real beginning and to whom we owe so much.

It is good to know it may only be 'au revoir' and not goodbye, but for now, from us all Rob, especially from me, thanks for everything you've done.

ALJ

BILL WALLACE AT

Wren Park

Things at the workshops have been very busy with no sign of a let-up in sight. Firstly, my congratulations to Tim Brett who has passed his HGV1.

Welcome back Tom Colville and David Hunter who both arrived with their respective trucks in fine form. Well done.

John Macalevey has joined us this month on a one month's trial basis. Welcome to the workshops John.

The new Dodge for South America is near completion and we have a second one waiting to move into the workshops. Things are hectic and I will finish there.

Cheers, Bill.

SAFETY AWARD TRUST ACCOUNT

Based on 1977 Safety Award payments, there are sufficient funds accruing in the Safety Award Trust Account to cover all ongoing trip Safety Awards.

IW

ANGELA IN LONDON

Should I - may I, start yet another piece of ENFLASH news by saying how busy we've all been. Perhaps I shouldn't as I know everyone (well almsot everyone) else enjoys much the same fate. At least I certainly hope they do !

There has been a slight change in office duties with Jan handling Brief Encounters now, doing all the nitty-gritty which that jobs entails, whilst still being responsible for pre-departure for both Africa and South America ; and Penny has the task of Asia pre-departure information along with keeping the manifest and booking stats up to date, and all related details.

I seem to be running a little bit thin on the ground recently for ENFLASH material and would greatly appreciate your ACTIVE support in being able to put together a magazine which makes interesting reading - I know you're all capable of putting together interesting reports and stories, and you must all (especially those of you on the road) be doing some really noteworthy things. If you want your ENFLASHES in colour - perhaps you could start by providing some colourful material ...

Love to you all, from all at EOL.

AOH

Currency Exchange Rates

COUNTRY	CURRENCY	COUNTRY	CURRENCY
Afghanistan	Afghani	Korea (Nth)	Won
Albania	Dinar	Korea (Sth)	Won
Algeria	Dinar	Kuwait	Dinar
Angola	Kwanza	Laos	Kip
Argentina	Peso	Lebanon	Pound
Australia	Dollar	Lesotho	Rand
Austria	Schilling	Liberia	Dollar
Bahamas	Dollar	Libya	Dinar
Bahrain	Dinar	Luxembourg	Franc
Bangladesh	Taka	Macau	Pataca
Barbados	Dollar	Malagasy	Franc
Belgium	Franc	Malawi	Kwacha
Belize	Dollar	Malaysia	Ringgit
Benin	Franc	Maldives Is.	Rupee
Bermuda	Dollar	Mali	Franc
Bolivia	Peso	Malta	Pound
Botswana	Rand	Martinique	Franc
Brazil	Cruzeiro	Mauritania	Ouguiya
Brunei	Dollar	Mauritius	Rupiah
Bulgaria	Lev	Mexico	Peso
Burundi	Franc	Miquelon	Franc
Burma	Kyat	Mongolia	Tugrik
Cameroon Rep	Franc	Montserrat	Dollar
Canada	Dollar	Morocco	Dirham
Chile	Peso	Mozambique	Escudo
China	Yuan	Netherlands	Florin
Colombo	Peso	New Indies	Florin
Costa Rica	Colon	New Hebrides	Dollar
Cuba	Peso	New Zealand	Dollar
Cyprus	Pound	Nicaragua	Cordoba
Czechoslovakia	Koruna	Niger	Franc
Denmark	Krone	Nigeria	Naira
Dibouti	Franc	Norway	Rupee
Dominica	Dollar	Pakistan	Rupee
Dominican Republic	Peso	Panama	Balboa
Ecuador	Quintini	Paraguay	Guarani
Egypt	Pound	Peru	Sol
Equatorial Guinea	Birr	Philippines	Peso
Equatorial Guinea	Peseta	Poland	Zloty
Ethiopia	Birr	Portugal	Escudo
Finland	Markka	Qatar	Riyal
France	Franc	Romania	Leu
French Guiana	Franc	Rwanda	Franc
Gambia	Dasi	St. Lucia	Dollar
Germany (East)	Mark	St. Vincent	Dollar
Germany (West)	Mark	St. Kitts	Dollar
Ghana	Cedi	Saudi Arabia	Riyal
Gibraltar	Pound	Senegal	Franc
Greece	Drachma	Sierra Leone	Leone
Greenland	Krone	Singapore	Dollar
Grenada	Dollar	South Africa	Rand
Guadeloupe	Franc	Spain	Peseta
Guatemala	Quetzal	Sri Lanka	Rupee
Guinea	Sylling	Sudan	Pound
Guyana	Dollar	Swaziland	Lilangeni
Haiti	Gourde	Sweden	Krona
Honduras	Lempira	Switzerland	Franc
Hong Kong	Dollar	Syria	Pound
Hungary	Forint	Taiwan	Dollar
Iceland	Krona	Tanzania	Shilling
India	Rupiah	Thailand	Baht
Indonesia	Rupiah	Trinidad & Tobago	Dollar
Iran	Rial	Tunisia	Dinar
Iraq	Dinar	Turkey	Lira
Israel	Sheqel	Uganda	Shilling
Italy	Lira	USA	Dollar
Ivory Coast	Franc	USSR	Ruble
Jamaica	Jen	Venezuela	Bolivar
Japan	Yen	Vietnam	Dong
Jordan	Dinar	Yugoslavia	Dinar
Kampuchea	Riel	Zaire	Zaire
Kenya	Shilling	Zambia	Kwacha

N.A. = Not available. For countries with differing exchange rates the "tourist" or "free" rate is shown.

ATTENTION, you sycophants, the Calendar of Events announces that October 16 is Bosses' Day. Adding, unsurprisingly, that it isn't widely observed.

BAFFLED BY BIRTHDAYS? PLANNING AHEAD FOR NEXT CHRISTMAS ? NEAR RELATIVE ABOUT TO KICK THE BUCKET? LOVED ONE GOING OVERSEAS OVERLAND (OR V.V). SOLVE YOUR PRESENT, OR FUTURE, PRESENT PROBLEM WITH... THE E.O. GIFT GUIDETTE

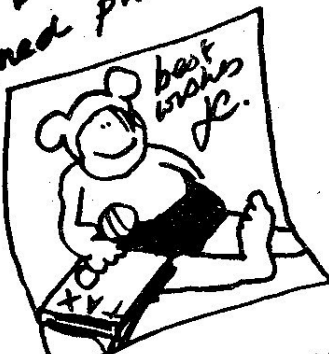
THE ENCOUNTER OVERLAND
"EYES CLOSED AND SMASH IT"
HANDY TOOLBOX



ONLY
£2.50p

TASTEFULLY GIFT WRAPPED
IN CURRY-PROOF CARDBOARD.
CONTAINS ALL NECESSARY
FOR MAINTENANCE OF ANY
VEHICLE (E.S.P E.O. ONES)

With every
order over £2,000
a FREE
signed photo of



the entire
accounts dept.
as a baby.

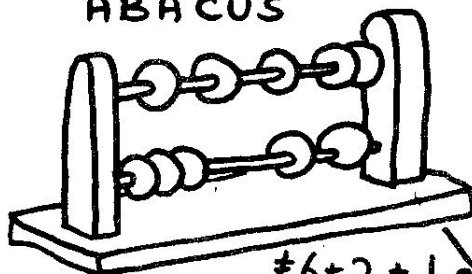
THE
"HOME COOKING"
AEROSOL
SPRAY.



£4.25
(+gravy)

SICK OF REFRIED BEANS/
BOILED BOER/CURRIED
HAMBURGERS? GIVE YOUR
CHOMS A SQUIRT WITH
THIS OZONE DESTROYER
AND THEY'LL WISH
THEY (OR YOU) HAD STAYED
AT HOME.

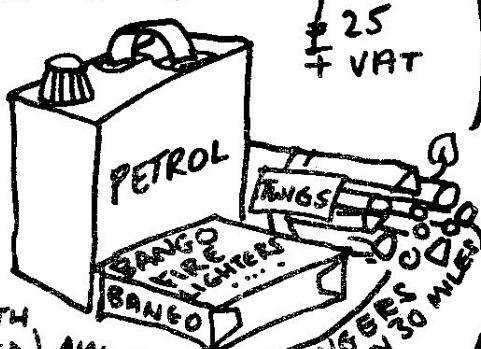
THE "ENFLASH" (REG)
"COUNT-YOURSELF-LUCKY-YOU-ARE-
GETTING-PAID-AT-ALL"
ABACUS



£6+2+1p.

COUNT YOUR E.O. WAGES WITH
THIS CHAP. (SOMESKILL NEEDED)
DEALS WITH PENCE ONLY.

the
"Aurora Borealis"
BEDSIDE LIGHT
KIT
FOR TOTIS CAMPERS



£25
+ VAT

NOW ALL PASSENGERS
(AND EVERYONE WITHIN 30 MILES)
CAN READ AT NIGHT.

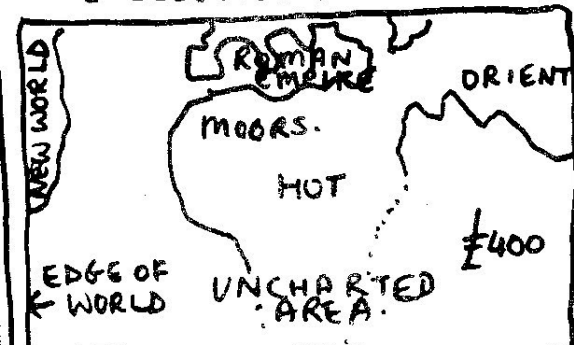
THE OVERLAND-STYLE
COLLAPSIBLE
CAMP-STYLE BED



5p

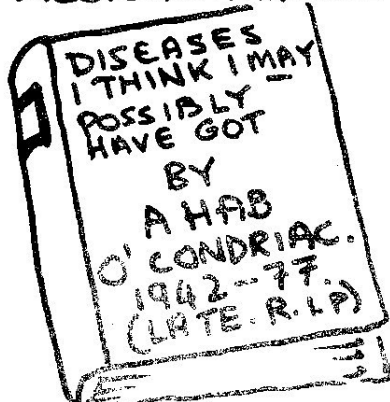
BLOODY UNCOMFY +
COLLAPSES WHEN
YOU LOOK AT IT.
(USUAL E.O. ISSUE)

THE E.O. WORLD MAP
(AS ISSUED TO E.O DRIVERS +
C. COLUMBUS)



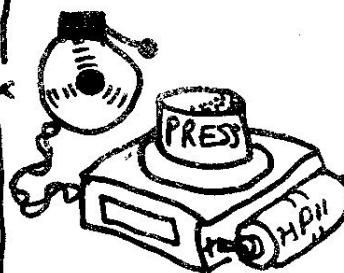
BANG UP TO DATE. IN
COLOUR. EDIBLE. (QUITE
NICE WITH LOTS OF MUSTARD)

THE O'HARA
MEDICAL HANDBOOK



GASP, IF NOT THRILLED HOME.

THE ENCOUNTERETTE
PANIC BUTTON



A GREAT GIFT FOR
YOUR NERVOUS PALS.
DONT BOTTLE UP THAT
"GOD, WHY AM I HERE?"
FEELING. PRESS THIS
AND ASK TO BE SENT
HOME.

AS AT END OF MAY 78

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
ARNOLD	London	11 Feb	Lusaka	25 May			Johannesburg	6 Jun
CREAMER	London	6 May	Tamanrassett	28 May	Bangui	18 Jun	Johannesburg	25 Aug
DOUGALL	Johannesburg	1 Feb	Fez	23 May			London	7 Jun
STRONG, JOHNSTONE	Johannesburg	1 Mar	Bangui	11 May	Kano	7 Jun	London	27 Jun
TOBLER	Johannesburg	19 Apr	Nairobi	11 May	Bangui	20 Jun	London	15 Aug
COLVELLE	Katmandu	21 Feb		TRIP COMPLETED			London	12 May
HUNTER	Katmandu	7 Mar		TRIP COMPLETED			London	22 May
LIVESEY	Katmandu	28 Mar	Istanbul	28 May			London	12 Jun
WATKINSON	Katmandu	4 Apr	Kayseri	30 May	Istanbul	12 Jun	London	21 Jun
ROBINSON, MITCHELL	Katmandu	25 Apr	Kabul	22 May	Kaiseri	13 Jun	London	10 Jul
KAMAR, WALL	Katmandu	16 May	Srinigar	29 May	Isfahan	23 Jun	London	31 Jul
HARRIES	London	20 Apr	Isfahan	20 May	Srinigar	20 Jun	Katmandu	5 Jul
HBELEY	London	18 May	Istanbul	28 May	Kaiseri	14 Jun	Katmandu	18 May
TOWNESING, TAYLOR	Rio	26 Feb	Lima	25 May	Quito	12 Jun	Barranquilla	17 Jun

EXPEDITION	EOL	EOS	EOSF	TFL	TFR	SSR	CANTREK	WESTCAN	SWARCUS	QALWASCT	TOTAL
LONDON - KATHMANDU	2	(1)	4	3	(4)	5	2	4			16
KATHMANDU - LONDON	1			4	(1)						4
LONDON - JOHANNESBURG	4		2	1		3		1			11
JOHANNESBURG - LONDON		3	(1)	1		(1)					2
LONDON - NAIROBI								3			3
NAIROBI - LONDON											
BARRANQUILLA - RIO	3	1	2		1	2			1		10
RIO - BARRANQUILLA	3		2	1	3	3					13
TURKEY	2	(3)	1								3
TUNISIA	3										4
MOROCCO	2		2								4
NEAR EAST	3	1	5	2		2					13
AFRICA 4 WKS											3
EAST (NILE)											1
AFRICA 8 WKS	2		1								3
SAHARA	1										1
SABARI											
AFGHANISTAN											
NORTHERN			2								2
INDIA 4 WKS											
NORTHERN			1								1
INDIA 2 WKS											
SOUTHERN											
INDIA											
KASHMIR			1								1
CHRISTMAS											
SAN FRANCISCO			1								1
PANAMA											
PANAMA - SAN FRANCISCO			2								2
MIDNIGHT											
SUN											
GYPSY			1								1
PENANG - PHUKET											
GYPSY	1										1
PHUKET - PENANG				12	(5)	4	(1)	8	2	1	92
	27	(4)	6	(1)	27						

NO. OF RECORDS MAY 78

EO COMMUNICATIONS ADDRESSES

UNITED KINGDOM ENCOUNTER OVERLAND LTD
271 Old Brompton Road (Admin)
280 Old Brompton Road (Shop)
London SW5 9JA

Telephone : 01 370 6951/2 (Admin)
 01 373 0354 (Hot Line)
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Cables : Encoland London
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Telephone : 834 7268
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(Please pass to Encounter Overland)
(W Jones Home phone: Joburg 48 4502)

UNITED STATES

ENCOUNTER OVERLAND OF CALIFORNIA (INC)
369 Pine Street
Suite 516
San Francisco
California 94104

Telephone : (415) 421 7199
Cables : Encoland Sanfrancisco
Telex : 278728 NIELK UR

Editor : Angela O'Hara
Cartoonist: Mark Ram